



# HO EMD GP7/9 Diesel Montana Rail Link

Announced 5.26.17  
Orders Due: 6.23.17

ETA: May 2018



Era: Mid-1980+

### Without Sound

ATHG64092	HO GP9, MRL #102
ATHG64093	HO GP9, MRL #109
ATHG64094	HO GP9, MRL #110
ATHG64095	HO GP9, MRL #126

### With Sound

ATHG64292	HO GP9 w/DCC & Sound, MRL #102
ATHG64293	HO GP9 w/DCC & Sound, MRL #109
ATHG64294	HO GP9 w/DCC & Sound, MRL #110
ATHG64295	HO GP9 w/DCC & Sound, MRL #126

#102 - Is an early phase 3 unit with 36" radiator fans and forward fuel fill, dynamic brakes, 3-pane winter window, five-step stepwells, cab roof mounted horn, antenna, beacon, and narrow nose stripes.

### MRL FEATURES:

- All Ex Northern Pacific
- All have slightly different road number specific detail
- Body phase per prototype
- Winterization hatch
- Hyatt axle bearing caps

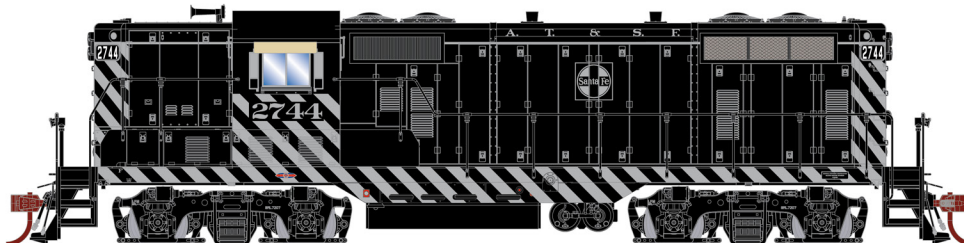
#109 - The oldest of the bunch, is a phase 2 with dynamic brakes and a plow pilot. It also has the five-step stepwells, winter window, modified side sill, rear mounted fuel fill, cab roof mounted horn, antenna and beacon.



#110 – Torpedo boat with big fuel tanks and the air tanks moved to the roof. We still have the standard 3-pane all weather cab window, 5-step stepwells, cab roof mounted beacon, antenna, air horn and a modified side sill, but no dynamic brakes.

#126 - A standard early phase 3 unit with dynamic brake, forward fuel fill, 5-step stepwells, 3-pane all weather cab window, cab roof mounted beacon, horn, antenna and narrow stripes on the nose.

## Santa Fe



Era: Mid-1950+

### Without Sound

ATHG64106	HO GP7, SF #2744
ATHG64107	HO GP7, SF #2745
ATHG64108	HO GP7, SF #2752
ATHG64109	HO GP7, SF #2761

### With Sound

ATHG64206	HO GP7 w/DCC & Sound, SF #2744
ATHG64207	HO GP7 w/DCC & Sound, SF #2745
ATHG64208	HO GP7 w/DCC & Sound, SF #2752
ATHG64209	HO GP7 w/DCC & Sound, SF #2761

### SF FEATURES:

- First time non-dynamic version
- Canvas style sun shades
- Wabco single chime air horn
- Early style MU with 4-hose
- Hyatt axle bearing caps
- Early handrails

w/o Sound \$189.98<sub>SRP</sub> With **Tsunami<sup>2</sup>** Sound \$289.98<sub>SRP</sub>

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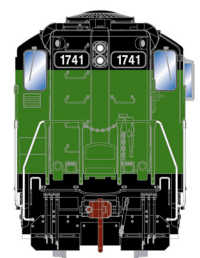
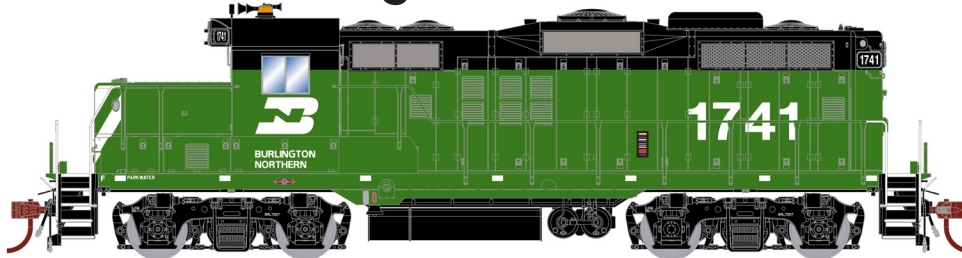
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# HO EMD GP7/9 Diesel Burlington Northern

Announced 5.26.17  
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Era: Mid-1970+

### Without Sound

ATHG64110  
ATHG64111  
ATHG64112  
ATHG64113

HO GP9, BN #1741  
HO GP9, BN #1774  
HO GP9, BN #1861  
HO GP9, BN #1922

### With Sound

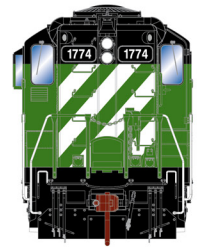
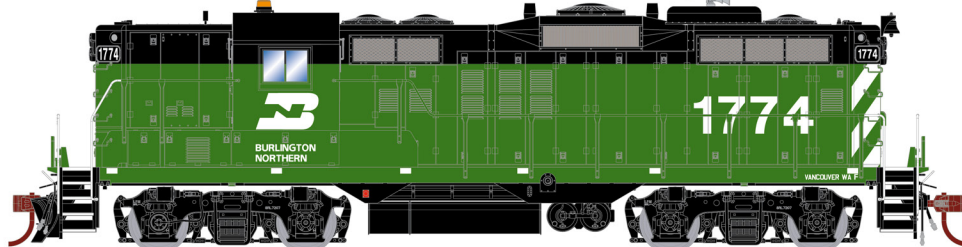
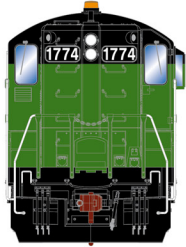
ATHG64210  
ATHG64211  
ATHG64212  
ATHG64213

HO GP9 w/DCC & Sound, BN #1741  
HO GP9 w/DCC & Sound, BN #1774  
HO GP9 w/DCC & Sound, BN #1861  
HO GP9 w/DCC & Sound, BN #1922

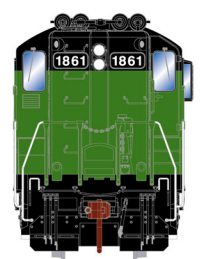
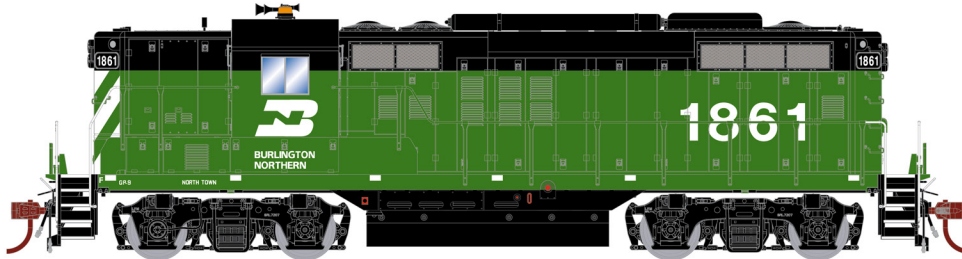
#1741 - A former Northern Pacific late geep that was part of BN's early chop-nose program. Adding to the character of this unit are the NP frame mounted lifting lugs, no anticlimber, five-step stepwells, forward fuel fill, dynamic brakes and four 36" fans. We also went the extra mile to add the NP unique bonus grab on the rear.

### BN FEATURES:

- All have slightly different road number specific detail
- Body phase per prototype
- Winterization hatch
- Hyatt axle bearing caps

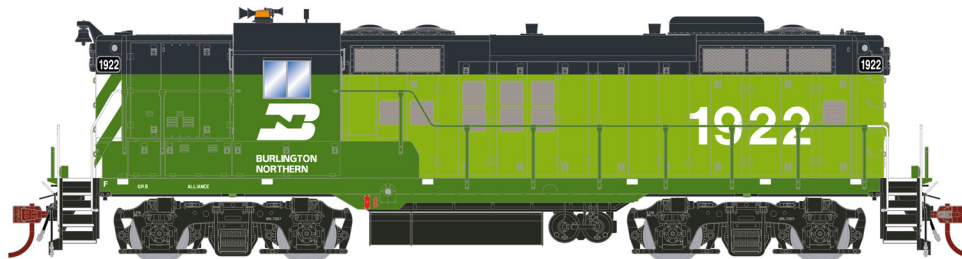


#1774 - A graduate of the Great Northern. The GN ran their early geeps long hood forward and the BN didn't bother to change that. This engine retains it's long hood mounted bell and the five-step stepwells that the GN added in the late fifties. The BN modified angular side sills are represented. Sometime in the seventies this old girl lost her front snow plow (remember-long hood forward?) but retains the plow on the short hood end.



Era: 1983+

#1861 - looks, at first glance, like a standard NP torpedo boat geep painted black and green. But wait, it has four exhaust stacks and the now BN standard five-step stepwells. Don't forget the NP unique bonus grab on the front and rear.



#1922 - A former NP phase 3 unit without dynamic brakes. It has the standard NP style frame mounted lift lugs, cab roof beacon, five-step stepwells, nose mounted bell and the NP bonus grab on the front and rear.

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## All Road Names

### SOUND EQUIPPED MODELS ALSO FEATURE:

- Onboard DCC decoder with SoundTraxx Tsunami2 sound
- Sound units operate in both DC and DCC
- Full DCC functions available when operated in DCC mode
- Engine, horn, and bell sounds work in DC
- All functions NMRA compatible in DCC mode
- Excellent Slow speed control
- Operating lighting functions with F5 and/or F6
- Program a multiple unit (MU) lashup with lead unit only horn, bell, and lights
- Many functions can be altered via Configuration Value (CV) changes
- CV chart included

### PROTOTYPE INFO:

In 1949, EMD introduced the GP7. The basic design followed most diesel switchers with the addition of a short hood instead of an end-cab. The hoods were also full height to better accommodate the diesel engine and mechanical and electrical components.

In 1954 EMD upgraded the GP7 to become the 1,750 horsepower GP9. Externally, the first GP9s were virtually unchanged from the last GP7s. Later versions would include different louver arrangements and the last ones would come without the frame skirting. The GP9 was available with all of the fuel tank, steam generator, and dynamic brake options as the GP7, including "torpedo boats."

### LOCOMOTIVE FEATURES:

- Front and rear MU catch boxes with footboard
- Trainline and MU hoses
- Coupler cut levers
- Drop steps unless noted
- MU stands
- "Nub" style walkway tread
- Bell placement & type per prototype
- Fine-scale handrails for scale appearance
- Wire grab irons
- Lift rings
- Windshield wipers
- See through cab windows and full cab interior
- Etched metal radiator intake grilles and fan grilles
- Air tanks mounted below sill unless noted
- Detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks
- Blomberg-B trucks with appropriate bearing caps
- Sander lines
- Speed recorder unless noted
- Fully-assembled and ready-to-run
- DCC-ready features Quick Plug™ plug-and-play technology with both 8- and 9-pin connector
- Scaled from prototype resources including drawings, field measurements, photographs, and more
- Accurately-painted and printed paint schemes
- Body mounted McHenry operating scale knuckle couplers
- Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain for trouble free operation
- All-wheel drive with precision gears for smooth and quiet operation
- All-wheel electrical pickup provides reliable current flow
- Wheels with RP25 contours operate on all popular brands of track
- Incandescent bulbs for realistic appearance
- Bidirectional constant lighting so headlight brightness remains constant
- Heavy die-cast frame for greater traction and more pulling power
- Packaging securely holds for the model for safe storage
- Replacement parts available
- Minimum radius: 18"

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